

The Birth of the D&H as a Steam Railroad

By S. Robert Powell



D&H No. 1: Major Sykes, the First D&H Steam Locomotive. Shown here, at the Union Station in Carbondale, is the *Major Sykes* after it was re-built/converted in 1872 (following a collision with D&H No. 11 in 1871; this was probably the first D&H “conversion”) from an 0-4-0 to an 0-6-0, at the Green Ridge Shop. The original *Major Sykes* was built by W. Cook and Company, Scranton, and purchased by the D&H in 1860. The *Major Sykes* was one of five Gravity-gauge steam locomotives owned by the D&H. It could haul 18 of the 5-ton Gravity coal cars. This photograph is in the Jim and Maureen Clift collection, Keens, PA. A copy of the photograph was donated to the Carbondale Historical Society on October 23, 2014 by Hank Loftus, White Mills, PA. Why was this engine named the *Major Sykes*? Possibly because of a family connection, through marriage, between the Wurts family and the Sykes family. Eliza Ann Wurts (1802-1881), a daughter of George and Abigail Pettitt Wurts (George was a brother of Maurice and William Wurts, founding fathers of Carbondale) married, in 1831, Lorenzo A. Sykes (1805-1878). Sykes was a civil engineer and ultimately became the chief engineer of the Morris Canal. He worked for the D&H and was appointed, in 1855, general agent/superintendent. He resigned from the D&H in 1866. He died in Orange, NJ, where the family settled in 1875.

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The D&H as a steam railroad was born in February 1860.

1. Steam Grew from Gravity

In order to understand the where, the why, and the when of what took place in February 1860, we have to go back thirty-one years in the history of the Delaware and Hudson Canal Company.

As we all know, the *raison d'etre* of the D&H was to market anthracite coal. To do so, a gravity railroad was constructed from Carbondale to Honesdale. That railroad opened on October 9, 1829.

Over the years, a fair amount has been written on the D&H Gravity Railroad. As interesting as some of those texts are to read, the authors of those texts all regard the D&H Gravity Railroad as having a single footprint, so to speak, a single configuration, for the entire period from 1829 to the end of the century. Not so.

Allow me to summarize, briefly and rapidly, what the D&H constructed over the Moosic Mountain from Carbondale to Honesdale, and in the Lackawanna Valley, to transport anthracite coal to Honesdale, where it was loaded into canal boats for the trip to the Hudson River.

1829 Configuration: 1-5, 6-7, 6 mile level, No. 8, 4 mile level, single track with turnouts

1845 Configuration: double tracked, loaded and light on same alignment: 1-5, 6-7, 10-mile level; levels sloped East, 13-17 and water wheels, Archbald

1858: T-Rail (to Olyphant)

1859 Configuration: double-tracked, 1-8, 9-11, 10-mile level, 18-20, levels sloped East (loaded) and West (light), Olyphant, 21-28, waterwheels (last one on No. 14, removed in 1868); horses not used on planes in 1859 configuration

1868 Configuration: 1-8, 9-12, Level 12, 18-20, Level 20 (light track detached), Shepherd's Crook

1899 Configuration: steam line on light track, switchback at Farview, South Canaan loop

These revisions/configurations were done for one reason: to get more coal to market and to do so more efficiently.

We're going to focus on the following locations:

1. Foot of Plane No. 23, Autumn 1859

Early Passenger Initiatives

1859: First Passenger Cars to Archbald:

In 1859, the first passenger car to be run over the Gravity line in the Lackawanna Valley made a trip from Carbondale to the foot of Plane C in Archbald. On this experimental trip, Hugh Powderly served as engineer, fireman, conductor, and brakeman.

From a clipping from the late nineteenth century in the archives of the Carbondale Historical Society, we learn some very interesting details about this car and this trip to the foot of Plane 21:

"In this year [1859] the first passenger car was run over the Gravity. It was like the cars with the side seats now used sometimes at excursions. A car, loaded two-thirds full with culm and saturated with water to keep it from flying into the passengers' faces, was run in front to give impetus on the levels. On this trial trip were C. P. Wurts and family, Lewis Pughe and family, E. P. Garland and family, Israel Decker and family, and Davis Alton who was then general coal inspector for the D. & H. Hugh Powderly was in charge of the culm car and was thus engineer, firemen, conductor, and brakeman. The trip . . . to the foot of plane C now known as plane 21, at Archbald, was made in 23 minutes. This time proving satisfactory, passenger cars were ordered to be built. The only persons now living in this city [Carbondale] who were on that trip are Mrs. Frank Taylor, then Mrs. Isaac Decker, and Mr. Powderly."

Charles Pemberton Wurts: 1824-1892, son of George Wurts—brother of Maurice, William (Carbondale founders) and John (3rd president of D&H). C. P. Wurts was therefore was a nephew of Maurice, William, and John; he was also adopted by John (president of D&H 1831-1858)

- married Laura Jay, great granddaughter of Supreme Court justice, John Jay
- served as James Archbald's assistant, 1843-1853 (when Archbald moved to Scranton)
- 1844-1855 C. P. Wurts was D&H Paymaster
- D&H railroad superintendent, 1853 to 1864, when Thomas Dickson came onto the scene
- 1856—one of the founders of Dickson Manufacturing Company
- negotiated first strike settlement, 1857: go back to work and we'll give you an increase
- built Valley Road, also 1859 configuration; worked on layout of Jefferson Branch
- December 1861: Iron horse to Carbondale: probably the *Honesdale*
- C. P. Wurts house / Hendrick house: Andrew Jackson Downing

November 1859: Passenger Runs to Olyphant (foot of Plane 23):

In November 1859, another experimental passenger run was made on the Gravity Railroad, this time "to the new village of Olyphant." About this run, we learn more from an article titled "Railroad Communication," that was published in the November 12, 1859 issue of the *Carbondale Advance*:

“Railroad Communication. / We understand a party of our people were favored with a ride upon the extension of the Company’s Railroad to the new village of Olyphant. A more general party took a similar excursion on Wednesday [9th], and on Thursday [10th] another, including all that had notice, leisure and inclination for the trip. A comfortable passenger car has been provided, well seated, and the trip we learn is made very safely and pleasantly in less than hour. Regular trips are not proposed to be made at present, but will probably [be made] within a few months [when] the further extension of the road to Providence is completed. This will bring us by Railroad within 2 ½ miles of the Scranton Depot. It will be a great point gained, but not quite all that is desirable. / There seems to be no chance for but one opinion in regard to the Railroad as it now is, in its whole extent from Honesdale to Olyphant. It is a very superior road—wisely planned and substantially constructed. Its arrangements, and appointments for business are every way excellent, and its capacity is undoubtedly equal to 6,000 or 8,000 tons per day. / With such a road, and the large quantities of coal secured, of a quality equal to the best Anthracite in Pennsylvania, the basis seems to be laid for a large and prosperous business for at least a century.” (*Carbondale Advance*, November 12, 1859, p. 2)

Regular passenger service to the foot of Plane No. 23 was established in mid-November 1859. That we know from the fact that there is an article in the November 19, 1859 edition of the *Carbondale Advance* in which it is stated (1) that regular passenger trips were made during the week preceding the 19th and (2) that those runs were popular with the traveling public:

“The Car.—The Passenger Car to Olyphant has made regular trips throughout the week, running generally with full loads each way. It seems to be a popular institution, and bids fare to be a permanent one. The extension of the Road to Providence, and the large population setting along the line from Carbondale down, will make some cheap mode of transit to and from this place indispensable.” (*Carbondale Advance*, November 19, 1859, p. 2)

How did these D&H passenger cars get from Carbondale to Providence?

The passenger cars left Carbondale, up to at least 1868 (when Level 20 was installed), by being taken up the Blakely Plane, and then continuing on their journey southward—on the Blakely Level—to Plane 21 in Archbald, and then on down to the foot of Plane 23. Returning to Carbondale, they were taken to the top of the mountain at Archbald (Planes 26 and 27) and then sent down Level 27 to downtown Carbondale.

2. Beyond the Foot of Plane 23: To Providence, February 1860

Four and One-Half Mile Extension Now a High Priority: Completed February 1860

From the analysis of Delaware and Hudson Canal Company's annual report for 1859 that was published in the *Carbondale Advance* of March 31, 1860, we learn that the extension of the D&H rail line from the foot of Plane No. 23 "to a point within one mile of Scranton, a distance of about 4 ½ miles" was a high priority for the D&H in 1859.

"In the early part of 1859, a bill was passed by the Legislature of Pennsylvania [Pennsylvania, Laws of 1859, No. 123, complete text given above], giving this Company the right to purchase and hold 3,000 acres of land in addition to the 5,000 it was authorized to hold by the original grant; and also the power to construct all needful roads, to connect the same with the then existing works of the Company. Availing themselves of this authority, a considerable body of valuable coal land was purchased during the past year. / It was also deemed advisable to construct, without delay, an extension of the Company's railroad, from its previous terminus [foot of Plane No. 23] to a point within one mile of Scranton, a distance of about 4 ½ miles. This extension is now nearly completed, and will be ready for use on the 1st of May next. [emphasis added] / The work upon the new dock at Weehawken has been prosecuted as rapidly as possible, but it will be yet be some months before it can be safely used. The entire cost of this improvement, when completed, will be nearly or quite \$300,000. To provide the necessary funds for this work, and for the extension of the Railroad referred to, with the required equipment for a larger business, the Board have authorized the issue of coupon bonds to the amount of \$600,000, having ten years to run, and bearing interest at the rate of 7 per cent per annum. These bonds will be disposed of from time to time, as needed, at not less than par—preference being always given to applications from stockholders who may desire to invest in this way. / Since the 1st of March, 1855, there has been expended in extensions of the Railroad and other improvements, called for by increasing business, the sum of \$1,098,845.33. The whole road now is of a solid and permanent character; its capacity for transportation has been increased from 500,000 to 1,200,000 tuns [sic] per annum, and it has been extended to a point as far from the Canal as the operations of the Company will probably ever require. The entire cost of these equipments, with the exception of \$300,000 borrowed in 1858, has, up to this time, been provided for out of the current earnings of the Company. . . The old officers have been re-elected." (*Carbondale Advance*, March 31, 1860, p. 2)

At the time of this article in the *Carbondale Advance*, March 31, 1860, it should be noted, the 4 ½ mile extension of the D&H line was then under construction, with the targeted completion date of May 1, 1860.

What was to be built? Two short and very different rail lines: (1) a short Gravity-gauge rail line south from the foot of Plane No. 23 (on the eastern side of the Lackawanna River) and across the Lackawanna River, and (2) a 4-mile long standard-gauge track on the western shore of the Lackawanna River, from the point where the Gravity tracks arrived on the western short of the Lackawanna River, to the south to Providence.

It was D&H Chief Engineer **Charles P. Wurts**, it should be noted, who oversaw the building of this four-mile long standard-gauge railroad.

In January, 1860, it was thought that the rail line to Providence from Plane No. 23 would be completed that month, four months ahead of schedule:

"Travel and Mails. / There has been some confusion here during the last ten days in regard to travel and mails down the valley to Scranton. We seem to be just now in a sort of transition state between coach and car, plank road and railroad. We have a communication [by rail] once a day instead of twice [by coach] as heretofore, by the old stage line through which Messrs. Bronson & Allen have served us so comfortably and regularly during many years, and twice a day by railroad to Olyphant, and Omnibus thence to Scranton. / The completion of the extension of the railroad to Providence, which will occur probably during the present month [January 1860], will thenceforward give the [railroad] cars a decided advantage in time over any other mode of transit to Scranton. Some slight changes and connecting links, made at a small expense, would give us that grand desideratum, a locomotive connection. That is what we want and hope for." (Carbondale Advance, January 7, 1860, p. 2)

Two sets of tracks now in place: Gravity-gauge coming down from the foot of Plane 23, standard-gauge going down to Providence from the point where the Gravity tracks arrived on the western short of the Lackawanna:

Valley Junction: Merge the two sets of tracks. The Gravity tracks coming down from the foot of Plane No. 23 were merged into the standard-gauge tracks going down to Providence. The point where the Gravity gauge tracks and the standard-gauge tracks came together/were merged on the western shore of the Lackawanna River, just south of Olyphant, was **Valley Junction**. By February 1860, therefore, the D&H Gravity Railroad from Carbondale to Olyphant was connected to / interfaced with the D&H's 4-mile steam locomotive rail line between Valley Junction and Providence.

Those four miles of D&H tracks between Valley Junction and Providence are truly remarkable, from the perspective of the complete history of the D&H, for three reasons:

(1) they embody, if you will, the past (gravity-gauge) and the future (standard-gauge) of the D&H. Many additional miles of identical tracks would very quickly be established by the D&H, but this 4-mile section of trackage in February 1860 merits special notice because it was the first section of D&H tracks with dual gauges. Gravity: 51 inches (4 feet 3 inches); standard gauge, 56 ½ inches (4 feet 8 ½ inches)

(2) the D&H did not own at the time (February 1860) any standard-gauge cars or engines, and

(3) standard-gauge tracks (56 ½ inches) were not yet recognized as the norm for American railroads. That would not happen until **March 1863** when the U. S. Congress determined that the gauge of the Union Pacific railroad would be 56 ½ inches, and most American railroads adopted 56 ½" as the gauge of their tracks. (The A&S, the Erie, and the DL&W, nevertheless, among others chose six feet as their gauge.)

So when the D&H built the four-mile section of standard-gauge tracks from Valley Junction to Providence they were, in a very significant and remarkable way, projecting into/building for the future.

The proposed new rail line would, of course, negatively impact the coach lines in the Lackawanna Valley:

"The Stage Coach. / We mentioned last week that Messrs. Bronson and Allen had drawn off their Coaches from the Valley route. We feel that this is not a common place news item, but an index of an important change that has come upon us. The revolution in the mode of travel which has been going on through the country for some years has finally arrived at our doors, and is destined to obliterate the old land marks. / 'The old Stage Coach' has been so long associated with all our ideas of traveling that it seems like parting with an old friend. It was, too, an accommodating friend. It took us up at our own doors, and there safely left us on our return. It did not whirl us off at a rate of twenty or thirty miles an hour, as if in a hurry to get us away from home and anxious to get rid of us, but took us easily and gracefully some four or five miles an hour, which used to be thought quite fast enough for *steady* people to travel.—But it will not do for this fast age. Other people travel faster, and it will not answer to have them get ahead of us. We must progress until we can keep time with the fastest of them. We must keep up with the age. We must dash through to New York and Philadelphia in the time we used to spend very

pleasantly in going to Wilkesbarre, without the least idea that we had been loitering, or suspecting that we had spent a day doing what we sho'd have accomplished in one hour. Those old days of quiet action, enjoyment and leisure are gone, and we, Rip Vanwinkle like, must wake up. And let it be understood that we are waking up and about to do our part in energetic action. If we have to part with old friends, we will gratefully acknowledge past favors, assure them of our best wishes for the future, and take our place resolutely among the wide awake actors of 1860." (*Carbondale Advance*, January 28, 1860, p. 2)

Birth of the Pennsylvania Division

Those four miles of standard-gauge track on the western shore of the Lackawanna River, from the point where the Gravity tracks arrived on the western shore of the Lackawanna River, to the south to Providence, were the first embodiment of what would become known as the Valley Road.

Those four miles of standard-gauge track, the first permanent steam mileage on the Pennsylvania Division, would ultimately be extended to the South to Hudson (Mill Creek) and to Wilkes-Barre/Buttonwood and to North to Nineveh, and become known as the Pennsylvania Division of the D&H.

Motive Power on the New Line between the Foot of 23 and Providence: Horses and then Gravity-gauge Steam Locomotives

When the rail line between the foot of Plane No. 23 and Providence was opened the motive power at first consisted of two horses, driven tandem. After a month or so, the horses were replaced by a locomotive, the "Major Sykes (D&H No. 1, one of five Gravity steam locomotives; 0-4-0, built for use on Valley Road), the first locomotive built for the Delaware & Hudson company's use on the western side of the Moosic Mountain.

By 1864, three cars per day (none on Sunday) made the trip down to Providence, transporting 5,000 passengers per month.

The Early D&H Engines (30 years after the Stourbridge Lion):

1. **Major Sykes:** D&H Engine No. 1, **0-4-0, Gravity gauge, 4-wheel switcher**, later rebuilt with 6 drivers. Built by W. Cook and Company, Scranton; purchased by the D&H in **1860**; the Major Sykes could haul only 18 of the 5-ton Gravity cars. The Major Sykes was rebuilt/converted by the D&H in 1872 at the Green Ridge Shop, changing in type from 0-4-0 to 0-6-0, “probably the first conversion.”
2. **C. P. Wurts:** D&H Engine No. 2, **4-4-0, Gravity gauge**, built by W. Cook and Company, Scranton; purchased by the D&H in **1860**, sold to the Dickson Manufacturing Works in 1874.; Gravity gauge, built in 1860 for use on the Valley Road, 4-4-0, built for passenger service, though she too hauled coal to the foot of No. 23 when necessary.
3. **Honesdale:** D&H Engine No. 3, **0-4-0, Gravity gauge, 4-wheel switcher**, re-named “**Terrapin**,” built in 1861 by W. Cooke & Co., Scranton, in 1861, retired 1899; name changed to “**Col. Ellsworth**,” soon after that brave officers [sic] assassination in Alexandria, VA. She was next called the “**Fire Plume**,” and is now doing duty on the company’s docks in Honesdale under the name “**Honesdale**.” She was too small for the work at Olyphant, and was kept there only a short time. (December 1861: Iron horse to Carbondale, and probably on its way to Honesdale)
4. **Lackawanna:** D&H Engine No. 4 **and Dickson No. 1, 0-6-0, Gravity gauge, 6-wheel switcher**; built by the Dickson Manufacturing Company, March 31, **1862**, serial number ‘O,’ type 0-6-0, having twelve by eighteen inch cylinders, forty-two inch drivers, fuel being anthracite. Boiler diameter was thirty-six inches. Total weight of engine was forty-two thousands pounds. scrapped 1899; built for use between Olyphant and the mines. She also was sent to Honesdale, and is still here.
5. **I. N. Seymour:** D&H Engine No. 5, **4-4-0, Gravity gauge**, built in **1866** by the New Jersey Locomotive and Machine Company, Patterson, NJ., used to haul passenger trains but was used to push coal cars to the foot of Plane 23 on their way to Carbondale; she blew up in the Carbondale roundhouse on March 10, 1879; the engine was then sold to the Dickson Locomotive Works. A locomotive at this time, cost from \$13,000 to \$18,000.

The early passenger cars:

The first passenger cars used by the D&H figure prominently in a recollection of the beginnings of passenger service on the D&H that was published in a Carbondale newspaper in 1891. Here is that recollection:

“Friday, January 9, 1891. Thirty years ago this month the first passenger trains were run out of this city and there are quite a number yet living who can enjoy the retrospect afforded by a look back over the advancement in means of travel from the crude beginning to the present time when nearly half a hundred passenger trains arrive and depart from this city daily. The first car used was one that would now be considered decidedly barn-like; it was not as comfortable as some of the modern freight cars. **[The first passenger cars]** There were two windows in either side, each containing six small panes of glass, and two smaller windows in either end each side of the doors. The sides were of matched boards something after the siding of a frame house and four braces ran on the outside from the middle of the roof to the floor of the car. The brake was like unto the present gravity coal cars, and when they were applied by the brakeman the slowing up of the train would be accompanied by a squeaking that would outdo a dozen of the liveliest pigs ever fattened. It would set the passengers’ teeth on edge, but they had to stand it. Shortly after the inauguration of the passenger system Supt. Wurts invented an air whistle which he attached to the car and the tooting of this wonderful device announced the coming of the train. / Inside, the car was as crude as was the exterior. The two seats—long benches—ran lengthwise and walking was a luxury compared to fifteen miles ride on the hard slats, but the experience was new to the people and in lieu of anything better they considered it glorious. For a short time horses were used to haul the cars part of the way, then a locomotive was purchased. The baggage car that accompanied the passenger “coach” was also very rude in its construction.” (Gritman scrapbook)

The passenger cars to Providence, which were very quickly upgraded by the D&H from the perspective of passenger comfort and warmth, were very popular with the public:

"The Passenger Cars. 'Our Passenger Cars,' or the Passenger Cars now run on the Del. & Hud. Canal Co.'s Railroad to Providence, within two and one-half miles of Scranton, have become an established and highly popular institution. They far exceed the most sanguine anticipations. The trip to Providence is a pleasure. The cars are elegant and comfortable, well cushioned and well warmed, and they run by gravity on fair locomotive time. The mails reach us in about one and a half hours from Scranton, and passengers arrive in good spirits, full of praises for the cars. / Depots are about being built here, and every disposition is manifested to provide fully for the convenience of freight and travel." (*Carbondale Advance*, February 18, 1860, p. 2)

Passenger Cars Were Met by Omnibuses, 1860

(Horse cars: became operational May 29, 1867 and July 4, 1867)

From an 1887 newspaper article, we learn that at Providence, "the cars were met by a stage and a bus. When the track was laid to Capouse, in Providence, two rival buses were on hand and they carried passengers to and from Scranton for twenty-five cents. When Bayard Taylor lectured in Scranton in 1860 he took this route to Carbondale. After the erection of the bridge at Providence, the East Market road was for years the western terminus of the road. April 17, 1860, the following railroad notice appeared: / 'The Carbondale and Providence passenger trains, until further notice, will run as follows: Leave Carbondale at 6:00 and 8:30 a.m. 2:00 p.m. returning leave Providence at 8:15 a.m. 11 a.m. 4:40 p.m. Omnibuses will be waiting for the conveyance of passengers to and from the trains upon the Del., Lack. and Western and Bloomsburg Railroads. / C. P. WURTS / Supt. D. & H. C. Co.' / Today [1887] six first class passenger trains run daily between Carbondale and Scranton, carrying at least five hundred passengers daily, while the old stage of forty years ago carried three or four passengers every other day. What a change!" (**TRAVEL IN THE EARLY DAYS.** / How the Means of Passenger Transportation Has Changed in the Last Forty Years—The 'String of Beans', *Carbondale Leader* of February 5, 1887, p. 4)

2. Beyond the Foot of Plane 23: To Richmond and Von Storch Breakers, February 1860

Gravity coal cars were also moved from the foot of Plane No. 23 to the Von Storch and Richmond breakers.

How did the Gravity cars get to Providence and to those two breakers: from foot of 23 to east bank of Lackawanna River via Gravity tracks. The Gravity tracks went from there to those two breakers.

The Major Sykes was acquired by the D&H specifically to move the coal cars to and from those two breakers—the only one in operation at the time. Henry Cool, who later ran a locomotive on the New York Central, was the first engineer to run her. The four other Gravity-gauge D&H locomotives were also used for the same purpose.

3. Vine Street, 1863-1871

1863: D&H line extended from Providence to Vine Street. 2.27 miles

In 1863, the D&H rail line was extended south from Providence to Green Ridge and to Vine Street in downtown Scranton. Gravity- and standard-gauge tracks, all the way, from Providence to Vine Street.

All of the engines built prior to the extension of the line to Vine street, Scranton, in 1863, were transported from the Dickson works to Providence on heavy wagons, drawn by horses and mules.

About this extension, we read in the 1890s Summary:

"Up to the year 1863, the mode of communication between the Providence end of the line and Scranton, was by bus. In that year, the line was built to Vine street, Scranton; and Carbondale and Scranton were then connected by railroad—cars running to the foot of 23 Olyphant, by Gravity, thence to Scranton by locomotive."

Go on Foot to DL&W:

The following notice was about the opening of the Vine Street branch was published in the *Carbondale Advance* of November 14, 1863:

"The passenger trains on the Del. & Hud. Canal Co.'s Railroad now run thro' to the Scranton Railroad [DL&W], in the rear of the Dickson Manufacturing Co.'s Machine Shops. This is at the foot of Franklin Avenue, and about one half mile by the side walk, from the [DL&W] railroad depot. / The Passenger Cars are a great convenience and benefit to our [Carbondale] town, and the fact we know is generally appreciated.—Very few of our people, however, know how fully we are indebted for this blessing to C. P. WURTS, Esq., the Railroad Superintendent." (*Carbondale Advance*, November 14, 1863, p. 2).

D&H passengers to Scranton: to Vine Street in 1863 and up to 1871

Horse cars from Green Ridge and Providence: became operational in 1867 (May 29, 1867 and July 4, 1867)

1871-1894, D&H passengers were received at the DL&W station; 1894 D&H Lackawanna Avenue station opened.

Carbondale and Scranton were thus connected by railroad. Cars ran to the foot of No. 23 by Gravity Railroad, and from there to Vine Street, pulled by one of five gravity-gauge Gravity steam engines. The locomotive line was now nearly 5 miles long. One crew worked these passenger trains: Isaac Decker was the first D&H passenger conductor. He was followed by J. B. Guyre and Alva Daley in succession.

On January 1, 1864, R. Manville took charge of the D&H railroad department in Pennsylvania and moved his headquarters to Carbondale.

4. Union Junction, 1867, and Baltimore Mines

1867: Union Railroad between Green Ridge and Union Junction (near Mill Creek) was completed, **24.27 miles. Dual gauge:** Gravity and standard gauge: Olyphant to Union Junction.

On May 18, 1867, an excursion train of ten coaches was run over the Union Railroad from Wilkes-Barre to Green Ridge. The engine Mauch Chunk hauled the train from Wilkes-Barre to Green Ridge, and as the Green Ridge turntable had not then been completed, the *E. A. Quintard* was sent (from W-B) to Green Ridge, heading south, to haul the train back to Wilkes-Barre.

ALSO: "In 1867, a round-house of twelve stalls, together with an iron turntable, was built at Green Ridge. Two of these stalls were fitted up for a locomotive repair shop and the company's engines were repaired there until 1876, when the increasing number of locomotives made it imperative that a larger shop, with improved machinery, be erected, and a locomotive shop (which has since been considerably enlarged) was built near the Carbondale upper roundhouse in that year." Valley Road summary

As soon as the line to Union Junction was completed, the Union Coal Company leased the exclusive right to run passengers and merchandise traffic (freight) between Union Junction and Green Ridge, for a period of 20 years, to the Central Railroad of New Jersey.

The D&H could use the line to ship coal.

Gravity-gauge tracks were extended by the D&H from Union Junction to the **Baltimore mines** (acquired by the D&H on October 15, 1867), near Wilkes-Barre, over the tracks of the Lehigh Coal and Navigation Company, and Gravity coal cars could now be run between Honesdale and the Baltimore mines.

Early D&H Engines on Union Railroad:

6-7-8-9: Standard-gauge D&H engines used on Union Railroad, 1867-1888; they pulled Gravity-gauge coal cars.

6. **Mill Creek:** D&H Engine No. 6, first standard-gauge engine for the Union Railroad was the Mill Creek; built at Grant Locomotive Works and was brought to the National Crossing, near the Minooka Station, over the tracks of the DL&W on April 2, 1867, and pushed down the line a short distance and her boilers filled with water carried from the river in pails. The fire was started and D. C. Benscoter, acted as fireman, the engineer's name was John Bloom; stationed at Hudson, and operated between Olyphant and Hudson; painted in bright hues

7. **E. A. Quintard:** D&H Engine No. 4, purchased May 1, 1867, and engineer Bloom and fireman Benscoter (from No. 6 above) were transferred to her, and at that time the Mill Creek was sent to Mill Creek to do switching and mine work; stationed at Hudson, **had four drivers, a road engine**, and operated between Olyphant and Hudson; painted in bright hues; this engine (forty-nine inch drivers) was manufactured by the Dickson Manufacturing Company and received by the D. & H. on June 18, 1870.

"One of the most attractive Delaware and Hudson engines ever to turn a wheel on the Pennsylvania Division, according to George Cotton, retired Wilkes-Barre roundhouse machinist, was the old No. 7, which was stationed at Hudson back in 1875. There were hand carved grapes on her tender so realistically done that one was tempted to pick them. The engine itself, moreover, was painted in a variety of colors in addition to the conventional black, and the numerous brass bands, handles, bell and flag staffs. The top of the smokestack was bright red, while dashes of gold and blue completed her gaudy dress. / The other two engines then assigned to Hudson [originally called Pumpkin Hollow, later called Mill Creek], Nos. 6 and 8, named *Mill Creek* and *J. J. Albright*, respectively, were also painted in bright hues. Numbers 7 and 8, both of which had four drivers, were known as road engines, and operated between Olyphant and Hudson; No. 9, a six wheeler, was used exclusively on mine runs." (Biographical Portrait of George Cotton, titled " 'Twas Called *Pumpkin Hollow*," was published on pp. 99-100 of the April 1, 1932 issue of the Delaware and Hudson Railroad Bulletin.)

8. **J. J. Albright:** D&H Engine No. 8, stationed at Hudson, had four drivers, a road engine, and operated between Olyphant and Hudson; painted in bright hues. This was one of 3 Moguls acquired by the D&H in 1870 (Also Coe F. Young and Chas. N. Talbot)

9. D&H Engine No. 9: a six wheeler, was used exclusively on mine runs.

5. Carbondale, July 4, 1871

1871: Valley Road, Carbondale to Scranton opened.
July 4, 1871—January 5, 1952 (D&H No. 500)

In June 1871, President Thomas Dickson, R/ Manville (who built the Valley Road) and S. A. McMullen, his assistant, made a trip of inspection over the road from Scranton to Carbondale. They used the Gravity Passenger car "Monitor" drawn by the C. P. Wurts, I. J. Wint, engineer, who began firing on the *Major Sykes* in 1866 and who was promoted to engineer of the *Wurts* in 1868. The car was in charge of John Copeland, Gravity passenger brakeman, now the D&H yardmaster in the Carbondale Yard. This was the first movement of a passenger car over the Valley Road between Carbondale and Scranton.

The public announcement of the opening of the "Locomotive Road South" was published in the Saturday morning, July 1, 1871 issue, p. 3, of the *Carbondale Advance*:

“Opening of the Locomotive Road South. / The New Locomotive Railroad South of our town, is to be fully opened on Tuesday next, July 4th, 1871. On that day four trains will be run each way. / They will leave the new [emphasis added] Dundaff Street Depot in this city, for Scranton and intermediate points, at / 7.40 A.M. / 10.30 A.M. / 12.40 P. M. / 5.30 P. M. / Leave Scranton for Carbondale at 7.30 A.M. / 9.25 A.M. / 2.00 P.M. / 4 P.M. / Trains will stop at eight stations in the sixteen miles, and the running time between Carbondale and Scranton will be just one hour. / After the Fourth, the Passenger Train will run from Dundaff street Depot--7.40 A.M., and 12.40 P.M. Leave Scranton on return at 9.25 A.M. and 4.00 P.M.—running time each way one hour. Time table will be given in full in next issue.”

The importance of this new rail line for the future of the city of Carbondale was immediately recognized by the *Carbondale Advance*, and the following editorial statement from that paper was published in the same issue and on the same page of the *Carbondale Advance* as the announcement of the opening of the line given above:

“The New Opening. / The opening of the New Locomotive Railroad to Scranton on the coming Fourth, is a first class event for our town. It has been looked forward to for many years with great interest, often with hope, but often under discouraging indications, with despair. This and the Railroad north [the Jefferson Branch of the Erie Railroad], previously opened, were considered advantages immensely desirable but many predicted them to be utterly unattainable in our day and that none but the foolishly sanguine would expect them. To the gratification of our business men, our citizens, and all well-wishers of this pioneer town of the Northern Coal Field, the Locomotive has reached us from both the North and the South, and we find ourselves to day fully connected by the Iron Rail and the Iron Horse with the rest of the business world. But even

more than this, the route through our town is destined to be one of large business, and to rank from the extensive connections already secured by the forecast and energy of the officers of the Del. & Hud. C. Co., as one of the great thoroughfares of the country. The opportunity for a healthy and even rapid growth of our town is now presented, and can be secured by the introduction of many kinds of manufactures for which there are peculiar advantages. If our people do not perceive these advantages and improve them, doubtless others will." (*Carbondale Advance*, July 1, 1871, p. 3).

On July 3, 1871, a special train, consisting of two coaches, drawn by "C. P. Wurts," made a trip from Scranton to Carbondale and return. The party consisted of the officials of the road and their families.

The next day, July 4, 1871, the road was formally opened to the public.

Here is what took place on opening day, July 4, 1871:

"A train of eight Gravity passenger cars and flats, the latter having been made to do service for the occasion, drawn by the "C. P. Wurts," in charge of I. J. Wint, engineer, Eugene Hayden, fireman, Alva Daley, conductor, D. D. Blair, baggage and expressman, and Elliot Skeels and John Copeland, brakeman, left the Union station, then located just north of Dundaff street, at 7:40 a.m. Another train, in charge of Engineer Charles Culver, Fireman C. Clark and Conductor S. J. Callender, and drawn by engine "I. N. Seymour," left Scranton at 7:30 a. m. These trains passed at Winton, where the only siding on the road at that time was located. These two crews made three trips each way that day. This, of course, was an extraordinary day, and as the volume of traffic did not warrant the running of more than one first-class train, Alva Daley's crew was retained on the passenger." (*1890s Summary*)

Valley Road: triple gauge.

Two passenger trains daily each way plus an accommodation train, beginning July 17 1871.

Gravity passenger cars were used for passenger service until August 1871, when two standard-gauge coaches, Nos. 1 and 2, and five box cars, were obtained from the Rensselaer and Saratoga Railroad Company. The Albany & Saratoga was six-foot gauge, and in order to get these cars to Carbondale, they were transported to Canandaigua via Lackawanna & Bloomsburg, thence to Carbondale over the Delaware & Hudson's own tracks. The passenger train was then made up of these two cars and a box car, with a door in each end, served as a baggage car.

The *R. Manville*, Engine No. 10, was the first standard-gauge engine assigned to passenger service and I. J. Wint, who had until then hauled the passenger train with the *C. P. Wurts*, ran the *R. Manville* until November, when she was put into the shop at Green Ridge for general repairs and Engineer Benscoter, who was transferred to Carbondale in October was given the passenger run with Engine No 7. When the *R. Manville* came out of the shop in the spring of 1872, Engineer Benscoter was placed in charge of her, and has run her ever since, except at intervals when she has been laid up for repairs. No. 10 has been rebuilt once, and it is now one of the best passenger engines owned by the company.

The first freight moved over the Valley Road: the steamer "Lady of the Lake", which was brought to Carbondale in June 1871 on the construction train before the opening of the road.

John Copeland ran the first schedule coal train into Carbondale. This train ran from Mill Creek to Carbondale in September 1872, drawn by the *Coe F. Young*. Sam Cobb, engineer, Martin Kennedy, Fireman, William Rosser and James Howells, brakemen.

Gauge note: During the conversion of the Gravity line to a steam line at the end of the 19th century, as the South Canaan Loop was being completed, standard-gauge tracks were installed on the Gravity planes between Farview and Waymart, and standard gauge rail cars were moved up and down those Gravity planes.

6. Hudson/Mill Creek, 1871

D&H extended the line from Union Junction to Hudson/Mill Creek.

7. Wilkes-Barre, November 1886

In November 1886, the 20-year lease for the right to run passenger and merchandise traffic for the union Railroad, by the C. R. R. of N. J. expired, and the D&H assumed entire control of the line through to Wilkes-Barre, the extension from Mill Creek to Wilkes-Barre having been built in anticipation of the expiration of the aforesaid agreement. The D&H and the LVRR had a joint passenger station (built by the LVRR) in Wilkes-Barre.

There were as many as 15 Carbondale—Wilkes-Barre passenger trains per day in mid 20th century

Coda: Remarkable 1870s (Thomas Dickson, president) 1869-1884

February 24, 1870: Albany and Susquehanna Rail Road (organized April 2, 1850), opened on January 12, 1869; leased to D&H on February 24, 1870. Merged into the D&H on July 2, 1945. 142.59 miles. A&S crews ran into Carbondale until November 1874, when the L&S became part of the Pennsylvania Division. (\$455,000 rent up to 01-01-1871, thereafter \$490,000 per year)

October 1870: Jefferson Branch of the Erie Railroad (Carbondale to Lanesboro) opened; 34.6-mile long steam locomotive line from Carbondale to Lanesboro Junction, PA. Construction of the line was begun in 1869.

May 1, 1871: Rensselaer and Saratoga Railroad, incorporated on April 14, 1832, leased to D&H on May 1, 1871. D&H to Whitehall, via Albany. Merged into the D&H on July 2, 1945.

July 4, 1871: Valley Road, Carbondale to Valley Junction opened, 12.26 miles; closed January 5, 1952

January 1, 1872: Lackawanna and Susquehanna Railroad (Nineveh Branch), opened on January 1, 1872. Built by the D&H; 23.3 miles from Jefferson Junction to Nineveh; included in the Pennsylvania Division in November 1874, under the supervision of Superintendent Manville.

November 29, 1875: Delaware and Hudson Railroad to Canada (Whitehall to Canada), opened on November 29, 1875

April 5, 1877: Passenger Service on Gravity Railroad, Carbondale to Honesdale

The first regularly scheduled Gravity railroad passenger car left Carbondale for Honesdale. The fare was 80 cents. Passenger service between Carbondale and Honesdale became a reality largely through the influence of people in Honesdale. In the *Carbondale Leader* of April 7, 1877, we read: "A passenger train is henceforth to be run over the gravity road between Carbondale and Honesdale. The running of trains commenced on Thursday morning of this week. Two trains will be run daily. The first one leaves Carbondale at 8:15 a. m. and the second at 3:15 p. m. Leave Honesdale at 7:30 a. m. and 2:45 p. m. The fare will be eighty cents. This enterprise renders communication between the two places much more pleasant and quick than it has formerly been, and will be taken advantage of by the travelling public. The trip will be a very pleasant one during the summer. We understand that this was brought about mainly by the influence of Honesdale people. The stage will undoubtedly have to be withdrawn in course of time and the mail carried over the gravity road." (*Carbondale Leader*, April 7, 1877, p. 3)

March 29, 1915: Wilkes-Barre Connecting Railroad

34.3 miles from Carbondale to Wilkes-Barre; D&H built the 16 miles to Scranton; acquired the remainder by lease.

D&H Presidents

Philip Hone	1815
John Bolton	1826
John Wurts	1831
George Talbot Olyphant	1858
Thomas Dickson	1869
Robert M. Olyphant	1884
David Wilcox	1903
Lenor F. Loree	1907

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